

# The Daily Movie Magazine

FOR THE FILM FAN'S SCRAPBOOK



ENID BENNETT  
We will be glad to publish the pictures of such screen players as are suggested by the fans

## THE MOVIE FAN'S LETTERBOX

By HENRY M. NEELY

Diana Lanier writes: "Greetings, old top! How's the bally weather in your section of the city? That's perfectly proper, isn't it? I'm getting larger every time I think of it. I wrote you a nice, oh, a very nice letter, about a month ago. I wrote it on the typewriter and on only one side of the paper, and what do you think? His very badness, Henry M. Neely, did not even reply to it. I couldn't possibly see why you didn't answer my letter, seeing as who it was wrote you. Don't you think so? I have seen him several times since he played in 'To Please One Woman' and I think he's 'perfectly wonderful'. Also give me Lois Weber's and Marshall Neilan's addresses and the address of the scenario editor for Norma Talmadge, as I think I can get her in touch with some good stories, like the old timers she used to write in. Remember them? 'The Bottom of the Well', 'The Prisoner of Zenda', 'The Lottery Man', 'A Lady in Love', 'Miss Hobbs', 'Food for Scandal', 'Oh Lady, Lady', 'The Fastest Flower', 'Love's Redemption', 'Smilin' Through', and a number of Constance Talmadge features. Edward Burns was born in our own city of Philadelphia, educated in the Catholic school, spent a year with the Orpheum stock company here; screen career includes appearances with 'Made in America', 'A Marriage of Convenience', 'Miss Adventure', 'The Green Wood Tree', 'Love Watches', 'The Soap Ring', 'To Please One Woman', 'Eyes of the Heart' and 'The Eyes of the Eagle'." Corinne Griffith was born in Texas, Tex., educated Sacred Heart Convent, New Orleans, professional dancer for a year, then made debut with Western Vitaphone Company. Pictures include 'The Last Man', 'Love Watches', 'Miss Adventure', 'The Adventure Shop', 'Thin Ice', 'A Girl at Bay', 'The Girl Problem', 'The Unknown Quantity', 'The Climbers', 'Deadline at Eleven', 'The Garter Girl', 'Bab's Candidate', 'The Whipping Market', 'Hunan Col. Laval', 'Broadway Bubble', 'It Isn't Being Done This Season', and 'What's Your Reputation Worth'.

Address Lois Weber, 4634 Santa Monica Boulevard, Los Angeles, Calif., and Marshall Neilan, care of Golywn Company, Culver City, Calif. Norma Talmadge's scenario editor can be addressed, United Studio, Hollywood, Calif. "What's the use of my trying to tell you why I do or don't like all that list of people you mention? I've answered every one of those about Valentino so often I'd actually be ashamed to print them again."

"Stubby" writes: "I have read part of the EVENING PUBLIC LEADER nearly every night, and I love to see every one fight with you, and as I love to fight myself, I'm writing to you hoping I may have my turn. 'To begin with, don't you think Dorothy Gish didn't get half her share of praise for her work in 'Orphans of the Storm'? All the critics raved about her, and I think she was the best thing that happened to the picture. Why didn't she get her share? She was certainly every bit as good as, if not better than, her sister, Lillian. Lillian has always worked with him and has been used to his methods. Why should she be so marveled at? Of course, she did wonderful acting, but did she not have a right to be proud of her sister? She did every bit as good work. Dorothy has wandered around doing very light comedy work; her directors being more or less good, but when she returned to Griffith, she was entering under the direction of one who was almost new to her. She was at great disadvantage! Did she not jump right from comedy to this marvelous role of the blind Louis? Was it not a hard change, and did she not act 'way, way' better than she did in her comedy work?"

Harrison Ford was born in Kansas City, educated there and in Los Angeles; stage career, stock in Syracuse and Baltimore; screen career, "In-claimed Goods", "Girls in the Third Class", "The Lottery Man", "A Lady in Love", "Miss Hobbs", "Food for Scandal", "Oh Lady, Lady", "The Fastest Flower", "Love's Redemption", "Smilin' Through", and a number of Constance Talmadge features.

Harrison Ford was born in Kansas City, educated there and in Los Angeles; stage career, stock in Syracuse and Baltimore; screen career, "In-claimed Goods", "Girls in the Third Class", "The Lottery Man", "A Lady in Love", "Miss Hobbs", "Food for Scandal", "Oh Lady, Lady", "The Fastest Flower", "Love's Redemption", "Smilin' Through", and a number of Constance Talmadge features.

Harrison Ford was born in Kansas City, educated there and in Los Angeles; stage career, stock in Syracuse and Baltimore; screen career, "In-claimed Goods", "Girls in the Third Class", "The Lottery Man", "A Lady in Love", "Miss Hobbs", "Food for Scandal", "Oh Lady, Lady", "The Fastest Flower", "Love's Redemption", "Smilin' Through", and a number of Constance Talmadge features.

Harrison Ford was born in Kansas City, educated there and in Los Angeles; stage career, stock in Syracuse and Baltimore; screen career, "In-claimed Goods", "Girls in the Third Class", "The Lottery Man", "A Lady in Love", "Miss Hobbs", "Food for Scandal", "Oh Lady, Lady", "The Fastest Flower", "Love's Redemption", "Smilin' Through", and a number of Constance Talmadge features.

Harrison Ford was born in Kansas City, educated there and in Los Angeles; stage career, stock in Syracuse and Baltimore; screen career, "In-claimed Goods", "Girls in the Third Class", "The Lottery Man", "A Lady in Love", "Miss Hobbs", "Food for Scandal", "Oh Lady, Lady", "The Fastest Flower", "Love's Redemption", "Smilin' Through", and a number of Constance Talmadge features.

Harrison Ford was born in Kansas City, educated there and in Los Angeles; stage career, stock in Syracuse and Baltimore; screen career, "In-claimed Goods", "Girls in the Third Class", "The Lottery Man", "A Lady in Love", "Miss Hobbs", "Food for Scandal", "Oh Lady, Lady", "The Fastest Flower", "Love's Redemption", "Smilin' Through", and a number of Constance Talmadge features.

Harrison Ford was born in Kansas City, educated there and in Los Angeles; stage career, stock in Syracuse and Baltimore; screen career, "In-claimed Goods", "Girls in the Third Class", "The Lottery Man", "A Lady in Love", "Miss Hobbs", "Food for Scandal", "Oh Lady, Lady", "The Fastest Flower", "Love's Redemption", "Smilin' Through", and a number of Constance Talmadge features.

Harrison Ford was born in Kansas City, educated there and in Los Angeles; stage career, stock in Syracuse and Baltimore; screen career, "In-claimed Goods", "Girls in the Third Class", "The Lottery Man", "A Lady in Love", "Miss Hobbs", "Food for Scandal", "Oh Lady, Lady", "The Fastest Flower", "Love's Redemption", "Smilin' Through", and a number of Constance Talmadge features.

Harrison Ford was born in Kansas City, educated there and in Los Angeles; stage career, stock in Syracuse and Baltimore; screen career, "In-claimed Goods", "Girls in the Third Class", "The Lottery Man", "A Lady in Love", "Miss Hobbs", "Food for Scandal", "Oh Lady, Lady", "The Fastest Flower", "Love's Redemption", "Smilin' Through", and a number of Constance Talmadge features.

Harrison Ford was born in Kansas City, educated there and in Los Angeles; stage career, stock in Syracuse and Baltimore; screen career, "In-claimed Goods", "Girls in the Third Class", "The Lottery Man", "A Lady in Love", "Miss Hobbs", "Food for Scandal", "Oh Lady, Lady", "The Fastest Flower", "Love's Redemption", "Smilin' Through", and a number of Constance Talmadge features.

Harrison Ford was born in Kansas City, educated there and in Los Angeles; stage career, stock in Syracuse and Baltimore; screen career, "In-claimed Goods", "Girls in the Third Class", "The Lottery Man", "A Lady in Love", "Miss Hobbs", "Food for Scandal", "Oh Lady, Lady", "The Fastest Flower", "Love's Redemption", "Smilin' Through", and a number of Constance Talmadge features.

Harrison Ford was born in Kansas City, educated there and in Los Angeles; stage career, stock in Syracuse and Baltimore; screen career, "In-claimed Goods", "Girls in the Third Class", "The Lottery Man", "A Lady in Love", "Miss Hobbs", "Food for Scandal", "Oh Lady, Lady", "The Fastest Flower", "Love's Redemption", "Smilin' Through", and a number of Constance Talmadge features.

## FEEDING RUSSIANS FAMOUS ROISER IN SEA GRAVEYARD

### Kenworthy Tells of Work of Friends Abroad With Stricken Slavs

### U. S. S. Raleigh Ends Last Cruise and Is at Bridesburg to Be Dismantled

### JOINS OTHER WAR "HEROES"

People in the famine area in Russia will have to be fed by the outside world for another year, in the opinion of Murray S. Kenworthy, of Wilmington, O., who has just returned to Philadelphia from Busuluk, where he was in charge of the relief work of the American Friends.

"I think the Russian Government is as stable as any other in Europe," said Kenworthy, "and if it were attacked from outside it would be supported by the people. On the whole they are optimistic, and think if they can only live through the terrible period until harvest things will be all right."

The Russian people have no food, Kenworthy said. The famine is caused by the war, which depopulated the country and brought millions of refugees to the Samarkand area; the new regime, which has caused a reduction in the amount of grain planted; and the absence of a good harvest.

The land is so dry, Mr. Kenworthy said, that he traveled forty miles to find a small piece of land, not more than five acres, upon which there was some vegetation; and all so dry that it had planted a year ago with wheat, corn and millet is just now showing a green growth.

The relief workers received every courtesy and co-operation," said Mr. Kenworthy. "We were given free transportation, free homes, free fuel for our transports, free cable and telephone service, and, when we asked for it, private passenger cars."

Get Aid From Government  
"There is a Government official who deals with the relief administration," he said. "That is his sole duty. In the local districts there are other representatives who are the link between the Russian Government and all relief organizations. All complaints and requests go to these representatives who are in direct contact with the Government. They are some of the best men in the Government employ, intelligent and interested in the work."

All possible responsibility is placed on the Russian Government," he said. "Local authorities select the children who are sent to the feeding centers. Since April 1 we have been feeding adults as well as children. The greatest number of workers we have ever had in Busuluk is seventeen, and it is necessary to obtain the co-operation of the local authorities as much as possible."

Children Come First  
Besides the feeding stations there were homes for the care of children. The parents, starving and at the point of death, would often bring the children to these homes and leave them near the door. There were so many in the homes that they lay on the floor under the platforms which have been built to provide room for more of them. They also slept on the steps.

What did they do all day? Nothing but cry, the most pitiful sound you ever heard. Many of the children died. While it is true that the children who are suffering the most they are also ill from various diseases—typhus in the winter, and the latest cables contain news of the spread of cholera, Mr. Kenworthy said.

The territory where the American Friends are doing relief work is about the size of Belgium, and contains perhaps 250,000 people. Some of the relief workers are stationed in Minsk, some in Moscow and others in Busuluk.

### PORT BENEFITS IN BILL

\$48,815,661 in Army Measure for Harbor Work Here

The local offices of the Atlantic Deepwater Waterways Association, of which Mayor Moore is president, pointed out today that President Harding's signature to the Army Appropriation bill will mean much to the port of Philadelphia. The bill carries appropriations of \$42,815,661 for river and harbor work. This was the amount estimated by the chief of engineers of the Army, and was retained by Congress instead of the \$27,000,000 which the House of the Budget wished to substitute.

The Delaware River, from Philadelphia to the sea, and including the thirty-five-foot channel project, will cost \$200,000 for further improvement and maintenance. It is specified that the work at Camden shall receive \$100,000; the upper river channel to \$100,000; the lower river channel to \$100,000; the ice harbor at Philadelphia to \$25,000; the inland waterway from Chesapeake Bay, Wilmington to Philadelphia, \$125,000; the inland waterway from Philadelphia to Delaware Bay, \$81,085; various smaller projects in New Jersey and Delaware, \$190,500.

### WANT QUARRY CLOSED

Second Accident to Child Brings Action by City

A second accident to a child within two days in the quarry on Lancaster street, between Sixty-first and Sixty-second streets, has resulted in a report from the Department of Health that there is no jurisdiction and brought a call for an interdepartmental conference at City Hall.

The quarry is owned by Thomas F. Miller, of Bala, and is now being operated by a row of up poles along Lancaster avenue, on which are strung lengths of wire cable. This was done after Paul A. Oland, six years old, was killed by a falling rock in the quarry. Another child last week fell to the bottom and received a fractured skull.

### MEET AFTER 57 YEARS

Happy Reunion at Chester for Brother and Sister

Chester, Pa., July 8. — There was a touching scene yesterday at the home of Mrs. Hermina Smith, 713 Caldwell street, when a brother whom she had not seen for fifty-seven years paid an unexpected visit.

The guest, Herman Dietrick, Portland, Ore., after long inquiry, learned that the sister was all the above address. He recognized her when she opened the door in response to his knock, through the window to their dead mother, and then he started to go back, but she recognized him as "Hermie." His identity was established by the fact that a girl reunion was effected.

### U. S. S. Raleigh Ends Last Cruise and Is at Bridesburg to Be Dismantled

Still another fighting ship of honorable record has come here to join the fated flotilla that is moored alongside the junk yard of Henry Hiltner's Sons at Bridesburg.

This time it is the U. S. S. Raleigh, a cruiser, built in 1904 at Norfolk. The destiny of the Raleigh is to be that of all her more or less illustrious sisters, who have been sorrowfully doomed for the same single sin of obsolescence. That destiny is nothingness. She may lie at Bridesburg for a fortnight, a month, but in a year there will be nothing left of her, not a joint nor a bolt, not a splinter nor a wisp of wire; hardly even a name.

Last Cruise Is Over  
Her last cruise from the navy yard at Charleston, S. C., ended Thursday. Some 900 miles, this cruise, and all of it in the tow of a smorting, commonplace enough tug. She wore the scarred and smoke-stained coat of camouflage given her during the World War, but this and her whole armor, with her guns, her stacks, her boilers and her masts, will be quickly taken from her.

Moving was found for her between the Maine and the Wisconsin, examples already of what awaits her. Stripped of their armor and the rest of them cut into so much steel ribbon, five movements of a derrick can destroy even the shadows of these former fighting ships.

Within easy sight are others to the number of hardly less than 100—famous ships the like of which with long records of exploits now forgotten.

There is also a fleet of midgets, representing various stages in the evolution of the modern warship, eagle boats and sub-chasers of other types, mine sweepers and submarines, and all of the British transports, of which the most famous, the 7000-ton Malabar, is hardly more than a keel, and next week will be no even that.

Sentenced to Peaceful Life  
Some, the destroyer Stewart, for example, whose sentence of destruction has been commuted to life as it is in the Caribbean, will escape the common destiny—for a while at least. The process of destroying a battle ship proceeds without sentimentality and without waste of time. The armor is cut off in sections of from 25 to 40 tons each. This armor, which would hardly more than a keel, and next week will be no even that.

Some, the destroyer Stewart, for example, whose sentence of destruction has been commuted to life as it is in the Caribbean, will escape the common destiny—for a while at least. The process of destroying a battle ship proceeds without sentimentality and without waste of time. The armor is cut off in sections of from 25 to 40 tons each. This armor, which would hardly more than a keel, and next week will be no even that.

Some, the destroyer Stewart, for example, whose sentence of destruction has been commuted to life as it is in the Caribbean, will escape the common destiny—for a while at least. The process of destroying a battle ship proceeds without sentimentality and without waste of time. The armor is cut off in sections of from 25 to 40 tons each. This armor, which would hardly more than a keel, and next week will be no even that.

Some, the destroyer Stewart, for example, whose sentence of destruction has been commuted to life as it is in the Caribbean, will escape the common destiny—for a while at least. The process of destroying a battle ship proceeds without sentimentality and without waste of time. The armor is cut off in sections of from 25 to 40 tons each. This armor, which would hardly more than a keel, and next week will be no even that.

Some, the destroyer Stewart, for example, whose sentence of destruction has been commuted to life as it is in the Caribbean, will escape the common destiny—for a while at least. The process of destroying a battle ship proceeds without sentimentality and without waste of time. The armor is cut off in sections of from 25 to 40 tons each. This armor, which would hardly more than a keel, and next week will be no even that.

Some, the destroyer Stewart, for example, whose sentence of destruction has been commuted to life as it is in the Caribbean, will escape the common destiny—for a while at least. The process of destroying a battle ship proceeds without sentimentality and without waste of time. The armor is cut off in sections of from 25 to 40 tons each. This armor, which would hardly more than a keel, and next week will be no even that.

Some, the destroyer Stewart, for example, whose sentence of destruction has been commuted to life as it is in the Caribbean, will escape the common destiny—for a while at least. The process of destroying a battle ship proceeds without sentimentality and without waste of time. The armor is cut off in sections of from 25 to 40 tons each. This armor, which would hardly more than a keel, and next week will be no even that.

Some, the destroyer Stewart, for example, whose sentence of destruction has been commuted to life as it is in the Caribbean, will escape the common destiny—for a while at least. The process of destroying a battle ship proceeds without sentimentality and without waste of time. The armor is cut off in sections of from 25 to 40 tons each. This armor, which would hardly more than a keel, and next week will be no even that.

Some, the destroyer Stewart, for example, whose sentence of destruction has been commuted to life as it is in the Caribbean, will escape the common destiny—for a while at least. The process of destroying a battle ship proceeds without sentimentality and without waste of time. The armor is cut off in sections of from 25 to 40 tons each. This armor, which would hardly more than a keel, and next week will be no even that.

Some, the destroyer Stewart, for example, whose sentence of destruction has been commuted to life as it is in the Caribbean, will escape the common destiny—for a while at least. The process of destroying a battle ship proceeds without sentimentality and without waste of time. The armor is cut off in sections of from 25 to 40 tons each. This armor, which would hardly more than a keel, and next week will be no even that.

Some, the destroyer Stewart, for example, whose sentence of destruction has been commuted to life as it is in the Caribbean, will escape the common destiny—for a while at least. The process of destroying a battle ship proceeds without sentimentality and without waste of time. The armor is cut off in sections of from 25 to 40 tons each. This armor, which would hardly more than a keel, and next week will be no even that.

Some, the destroyer Stewart, for example, whose sentence of destruction has been commuted to life as it is in the Caribbean, will escape the common destiny—for a while at least. The process of destroying a battle ship proceeds without sentimentality and without waste of time. The armor is cut off in sections of from 25 to 40 tons each. This armor, which would hardly more than a keel, and next week will be no even that.

Some, the destroyer Stewart, for example, whose sentence of destruction has been commuted to life as it is in the Caribbean, will escape the common destiny—for a while at least. The process of destroying a battle ship proceeds without sentimentality and without waste of time. The armor is cut off in sections of from 25 to 40 tons each. This armor, which would hardly more than a keel, and next week will be no even that.

Some, the destroyer Stewart, for example, whose sentence of destruction has been commuted to life as it is in the Caribbean, will escape the common destiny—for a while at least. The process of destroying a battle ship proceeds without sentimentality and without waste of time. The armor is cut off in sections of from 25 to 40 tons each. This armor, which would hardly more than a keel, and next week will be no even that.

Some, the destroyer Stewart, for example, whose sentence of destruction has been commuted to life as it is in the Caribbean, will escape the common destiny—for a while at least. The process of destroying a battle ship proceeds without sentimentality and without waste of time. The armor is cut off in sections of from 25 to 40 tons each. This armor, which would hardly more than a keel, and next week will be no even that.

## Uncommon Sense

WEARINESS is often mere muscular rebellion. The legs that have carried you five miles decide that they have done enough work for the time being, and demand that you let them off for a rest. They are perfectly capable of going ten or fifteen miles, but they don't want to.

So they set up the plea of weariness, and too often you indulge them. FORCE them to go on, whatever they may think about it, and they will go. Soon they will forget their weariness and settle down into a steady gait, which they can continue for a surprisingly long time without exhaustion.

The same is true of your hands and arms. And it is true of your mind. THE mind is really the worst slacker in your organization. It requires continued attention to any one subject. In the middle of a conversation it will wander away, till presently you merely mechanical repeat will inform the man who is talking to you that you are not listening.

IN THE middle of a book, though your eyes regularly follow the printed lines, and your hands turn the pages, you are likely to discover that your mind has got away while you were not watching it and has been busied with some other subject.

Turn back the pages that your eyes have been following and you will find that they are all new and strange to you. You have never really read them, although you have gone through all the motions of reading them. It is extremely difficult to train your mind to mind—to make it subject to your will.

You must do it, however, if you ever expect to get any important work out of it. You must learn to fix it on what you are doing, and to see that it is fixed, working hard on the matter in

## FREE LIBRARY MOVES FAST

Great Stock of Steel for the Main Building Arrives

Work on the main building of the Free Library, at Twentieth street and the Parkway, is progressing favorably, Clinton Rogers Woodruff, chairman of the Building Committee, informed Mayor Moore yesterday that sixty-two tons of steel base plates and approximately 200 tons of beams and columns to be used in the construction of the building have been delivered and the work will be pushed.

## Sloan's Liniment

Grateful—quick relief!

Backaches and  
Lame backs and overworked muscles, rheumatic joints—all external aches and pains vanish under Sloan's Liniment. Spread it gently—don't massage—it penetrates without rubbing—then enjoy quick relief and complete comfort.

—It kills pain!

## Armstrong's new super-regenerative receiver

How to Construct and Operate It  
Photos and Diagrams of Two Sets  
Actually Constructed by the Author  
Booklet Ready for Delivery. Price 50c  
Liberal Discounts to Dealers in Quantities  
Published by the RADIO GUILD, INC.  
Two Fifty-six West Thirty-fourth St., New York  
Send for Catalogue of Radio and Audio Frequency Receivers

## STRAWBRIDGE & CLOTHIER

### BASEMENT STORE

### MONDAY!

## 1064 Dainty Summer Frocks

of Voile and Imported Gingham

\$4.95

Over one thousand of these cool summer Dresses—so very attractive, so smart looking, so well made and of such unusually fine materials that they should sell quickly at \$4.95, Monday.

### 50 Models

For both young and matronly women, in all sizes from 36 to 52½.

Assorted checks in all wanted colors. Trimmed with lace, embroidery, organdie and hemstitching. They should sell for one-third to one-half more than \$4.95.

## White Hats

Satin or Taffeta, Ready-to-Wear, Special Value

\$2.95

For beach, motor, country, everywhere. Exceptional value. Some in blue or black, also.

## 600 Dresses for Girls

\$1.45

Sizes 7 to 14 Years  
Gingham and Voile Dresses that appear higher in price. They are double—usually. Organdie-trimmed, some sashed. Assorted checks and colors, white with red, Copenhagen blue, green, lavender or blue.

## Low Shoes

860 Pairs Under Price

Women's common-sense Oxfords, black glazed kid, sewed flexible turned soles, rubber heels. Sizes 4 to 9, widths D, E and EE.

Women's and girls' Oxfords and Strap Pumps—sports style. Unusual value.

## HEATING—VENTILATION PLUMBING—DRAINAGE

### POWER PLANT EQUIPMENT

## W. M. ANDERSON

600-612 SCHUYLKILL AVE. PHILADELPHIA

The following theatres obtain their pictures through the STANLEY Company of America, which is a guarantee of early showing of the finest productions. Ask for the theatre in your locality obtaining pictures through the Stanley Company of America.

APOLLO 522 & THOMPSON STS. MATINEE DAILY  
ALL-STAR CAST IN "ASHAMED OF PARENTS"  
ASTOR 810TH & GIRARD AVE. MATINEE DAILY  
NORMA TALMADGE IN "SMILIN' THROUGH"  
BALTIMORE 51ST & BALTIMORE AVE. 6:30, 8:15, 9:45 P. M.  
BEBE DANIELS IN "NANCY FROM NOWHERE"  
BLUEBIRD Broad & Susquehanna Continuous 2 until 11  
PEARL WHITE IN "THE BROADWAY BOOZIE"  
COLONIAL 6th & Marketwide Aves. 2:30, 7 & 9 P. M.  
GEORGE ARLISS IN "THE RULING PASSION"  
FAIRMOUNT 26th & Girard Aves. MATINEE DAILY  
HENRY WALTALL IN "FARTED CURTAINS"  
GREAT NORTHERN Broad St. at 11th 2:30, 6:45 to 8:15  
GEORGE ARLISS IN "THE RULING PASSION"  
IMPERIAL 60TH & WALNUT STS. 2:30, 7:15, 9:45 P. M.  
KATHERINE MACDONALD IN "TRUST YOUR WIFE"  
LIBERTY BROAD & COLUMBIA AVE. MATINEE DAILY  
BERT LYTELL IN "THE FACE BETWEEN"  
ORIENT Woodland Ave. at 62d St. 2:30, 7:15, 9:45 P. M.  
RICHARD BARTHELMESS IN "THE SEVENTH DAY"  
OVERBROOK 68th & Haverford Aves. MATINEE TODAY  
RICHARD BARTHELMESS IN "TOLABLE DAVID"  
PALM FRANKFORD AVENUE & MERIS STREET  
PRISCILLA DEAN IN "WILD HONEY"  
ADDED—SUPREME VALDEVILLE  
REGENT Market St. Below 17th 2:30, 7:15, 9:45 P. M.  
POLA NEGRÍ IN "THE DEVIL'S FAN"  
RIALTO GERMANTOWN AVENUE AT TULPHOCKEN ST. RICHARD BARTHELMESS IN "TOLABLE DAVID"  
SHERWOOD 54th & Baltimore Aves. MAT. 2:30, 7:15, 9:45 P. M.  
WANDA HAWLEY IN "HOBBER HAIR"  
333 MARKET STREET THEATRE 2:30, 7:15, 9:45 P. M.  
NORMA TALMADGE IN "SMILIN' THROUGH"

THE NIXON-NIRDLINGER THEATRES  
BELMONT 522 ABOVE MARKET ST. 2:30, 7:15, 9:45 P. M.  
NORMA TALMADGE IN "THE BRANDED WOMAN"  
CEDAR 60TH & CEDAR AVENUE 1:30 and 3: 7 and 9 P. M.  
CECIL B. DE MILLE PRODUCTION "SATURDAY NIGHT"  
COLISEUM Market bet. 98th & 99th 1:30 and 3: 7 and 9 P. M.  
"FOOLISH WIVES" BY AND WITH VON STROHEIM  
JUMBO FRONT ST. & GIRARD AVE. 2:30, 7:15, 9:45 P. M.  
HOPE HAMPTON IN "STAR DUST"  
LEADER 41ST & LANCASTER AVE. D. W. GRIFFITH'S PRODUCTION "ORPHANS OF THE STORM"  
LOCUST 522 AND LOCUST STREETS 2:30, 7:15, 9:45 P. M.  
"FOOLISH WIVES" BY AND WITH VON STROHEIM  
NIXON'S AMBASSADOR 34th Ave. Matinee 2:30 & 5:30; Evenings 7 & 9  
Shirley Mason in "Little Miss Smiles"  
NIXON 62D AND MARKET STS. 2:15, 6:30 and 9  
GLADYS WALTON IN "SECOND-HAND ROSE"  
69TH ST. Theatre, Opp. 12<sup>th</sup> Terminal D. W. GRIFFITH'S PRODUCTION "ORPHANS OF THE STORM"  
STRAND Germanatown Av. at Venango 2:30, 6:30 to 11 P. M.  
THOMAS MEIGHAN IN "THE BACHELOR DADDY"  
ARDMORE LANCASTER PIKE D. W. GRIFFITH'S PRODUCTION "ORPHANS OF THE STORM"  
GRANT 4022 GIRARD AVE. Mat. Today; Evenings 7 & 9  
RICHARD TALMADGE IN "LUCKY DAN"

AT OTHER THEATRES MEMBERS OF M. P. T. O. A.  
GERMANTOWN 6510 GERMANTOWN AV. MATINEE DAILY  
BETTY COMPTON IN "FOR THOSE WE LOVE"  
PARK RIDGE AVE. & DAUPHIN ST. 2:30, 7:15, 9:45 to 11  
BETTY BLYTHE IN "FAIR LADY"

## Improved Shackamaxon Street Ferry Service

On Sundays and holidays, continuing throughout the summer, there will be a ten-minute boat service from 3.00 P. M. to 10.00 P. M., Eastern Standard Time, on the West Jersey and Seashore Railroad ferries, between Cooper's Point, Camden, and Shackamaxon Street, Philadelphia.

## After-Dinner Tricks

Three matches are laid in a row, and the spectators are asked to make them into four, without adding a match or breaking any of the three.

## WANT QUARRY CLOSED

Second Accident to Child Brings Action by City

## MEET AFTER 57 YEARS

Happy Reunion at Chester for Brother and Sister